

## AMENDMENTS TO THE SPECIFICATION

Please insert the following text in the specification on page 3 after the third full paragraph:

FIG. 1 is an illustrative cross-sectional side view of a non-limiting turbocharger comprising a wheel retained on a turbocharger shaft by a nut; and  
FIG. 2 is a plan view of a nut with one form of surface treatment to increase the coefficient of friction of the nut face.

Please replace the paragraph beginning at the bottom of page 3 and continuing to the the top of page 4 with the following paragraph:

Referring in more detail to the compressor wheel assembly, the compressor wheel comprises a plurality of blades 15 extending from a central hub 16 which is provided with a through bore to receive on end of the shaft 8. The shaft 8 extends slightly from the nose of the compressor wheel 7 and is threaded to receive a nut 17 which bears against the compressor wheel nose to clamp the compressor wheel 7 against a thrust bearing and oil seal assembly 18. Details of the thrust bearing/oil seal assembly may vary and are not important to understanding of the compressor wheel mounting arrangement. Essentially, the compressor wheel 7 is prevented from slipping on shaft 8 by the clamping force applied by the nut ~~46~~ 17.

Please replace the fourth full paragraph on page 4 with the following:

The contact surface of the nut 17 may similarly be treated, in addition to or instead of, the treatment of the compressor wheel surface, again to increase the co-efficient of friction between the contacting surfaces. As seen in Fig. 2, the nut 17 has a treated surface 19 which results in an increased coefficient of friction between the treated surface 19 and the nose of the compressor wheel. While Fig. 2 shows the treated surface 19 on the face of the nut 17, it should be understood that a similar treatment may be applied to the nose portion of the compressor wheel, and/or a washer intermediate the nut 17 and the nose of the compressor wheel.